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 COUNTRY Germany (Soviet Zone and Poland) **CONFIDENTIAL**

TOPIC Report on the Frankfurt/Oder-Drest-Litovsk Railroad Line

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EVALUATION E-3 PLACE OBTAINED

DATE OF CONTENT 28 April to 3 May 1951

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REFERENCES 25X1A

PAGES 3 ENCLOSURES (NO. & TYPE)

REMARKS

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1. The line section between Frankfurt/Oder and Alt-Bentschen, which is ~~15.96~~ km long, is double track from the marshaling yard as far as the Oder River bridge. The bridge is single track. There are no indications that a second track will be laid on this bridge. Construction of a customs inspection point just west of the Oder River bridge has been discontinued; to date, mostly excavation work has been done. There are watchtowers with spotlights, manned by Soviet sentries, south of the railroad track on both sides of the railroad bridge across the Oder River. The bridge, which rests on four concrete piers, has a wooden floor and is 800 to 900 meters long, 6 meters wide, and about 15 meters above water level. (1) The bridge can be crossed at a speed of 50 km / h. The line from the east bank of the Oder River to Bentschen is double track. It is in good condition, and there are no speed limits. Reppen is the customs control point and passports are checked at Kunersdorf.
2. The double track line between Alt-Bentschen and Posen, an 80 km stretch, is in good condition. Trains can operate at maximum speed. (2) The bridge across the Warthe River, about three km from Posen West, has only one track. However, the temporary structure which has been in use there since the spring of 1950, will be replaced in about four weeks by a permanent bridge with two tracks. This will permit operations at maximum speed in both directions. (3)
3. The line between Posen and Kutno, 176 km long, is in good condition and can be negotiated at full speed. No construction work was observed there. (4)
4. The double track line between Kutno and Warsaw, 125 km long, is in good condition and can be negotiated at maximum speed. From Lowicz to Warsaw, the roadbed does not have broken stone ballast; the track rests on a layer of sand. The South Bridge between Warsaw-West and Warsaw-East is about 1,200 meters long, 10 meters wide and is 15 meters above water level. (5) It rests on six piers, which are protected against ice, and carries two tracks. Trains can cross the bridge at full speed. All main through-tracks at the Warsaw-East railroad station are provided with overhead lines (6)

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5. The double-track section between Warsaw and Siedlce is 94 km long and in good condition so that no speed limits are in force. The line can be operated electrically as far as Minsk-Mazowiecki. There are two lines from Siedlce to Brest Litovsk, one double-track via Lukow and Terespol and one single-track via Czeremcha.
6. The double-track line from Siedlce to Brest Litovsk via Lukow is about 125 km long, is provided only with sand ballast, but can be operated at maximum speed. A single-track branch line running to the north is being constructed near Biala-Podlaska between Lukow and Terespol. (7) A Soviet-gauge track begins in Malaczewicze, seven km west Terespol, and from here to Brest Litovsk there is both a Soviet-gauge and a standard-gauge track. Three ramps with a Soviet-gauge track on one side and a standard-gauge track on the other with a capacity of 120 axle trains are available at Malaczewicze. Goods bound for the U.S.S.R. and requiring speedy handling are transferred there. (8) The bridge across the Bug River, about 2 km east of Terespol, has three river piers with ice protectors. There are watchtowers and barbed-wire fences on both sides of the bridge. The Soviet and standard-gauge tracks, which converge on the Polish side of the river, separate at a point about 300 meters east of the bridge. This point is guarded from a Soviet watchtower.
7. The Brest Litovsk railroad yard is 8 km from east to west and 6 km from north to south. The Soviet and standard-gauge tracks, which are separate in the yard area, converge at the loading ramps. Switches at the Brest Litovsk railroad station are operated manually but they are operated electrically at Polish railroad stations.
8. Eight German brigade locomotives were seen at Brest Litovsk-North and 15 at Brest Litovsk-Central railroad stations. (9) Twenty-five empty German trains were seen in Brest Litovsk. in Brest Litovsk, the empty trains arriving from the direction of Frankfurt/Oder are dispatched toward the south. (10)
9. A Polish labor camp was seen just before reaching the Warsaw-West railroad station, north of the railroad line. The camp consisted of eight prefabricated huts of the type used by the former German Reich Labor Service and a three-story brick building 25 x 10 meters. The camp appeared to be occupied by approximately 800 men, who worked on the construction of a new marshaling yard between Golabki and Warsaw-West.

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Comments.

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- (1) This bridge is actually only 441.5 meters long.
- (2) The double-track status of this line section is confirmed. In the regulations concerning transit traffic the maximum speed for freight trains was fixed at 30 to 50 km/h.
- (3) This is reported for the first time and requires confirmation. According to available information, the bridge is 442 meters long.
- (4) The line is known to be double-track.
- (5) According to available information, the South Bridge in Warsaw was 560 meters. The North Bridge, which is 500 meters long, is about 300 meters from the South Bridge and also connects the two sections of the city.
- (6) According to available information, only local lines in the Warsaw district are electrified.
- (7) A narrow-gauge line branches off from the line mentioned to Janow-Podlaski. Possibly, source's statement may actually refer to this line.

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- (8) The construction of transfer ramps at this railroad station was reported in July 1950. [REDACTED]. Their completion requires confirmation.
- (9) These locomotives are assigned to the six locomotive columns used for Soviet transit traffic. [REDACTED]
- (10) It is believed that these trains are dispatched in the direction of Kowel.

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